

# THOUSANDS CHEER MUNSEY TOURISTS AT FINISH OF RUN

Scores of Capital Motorists Escort Returning Automobiles Into City After Reception.  
Fitting Tribute to Drivers' Skill.

Dust-begrimed but happy, thirty-eight automobile drivers of cars entered in what has proved to be one of the greatest automobile tours in the history of the country, piloted their cars into Washington yesterday afternoon to receive a reception which was a fitting tribute to the skill and courage necessary throughout every mile of the 1,500 miles of the Munsey historic tour.

From the moment the tour started in Philadelphia, August 9, the tourists have been greeted with enthusiasm in every village, hamlet, and city, but the reception given the returning automobilists on the outskirts of Washington was such that every driver, observer, passenger, and official was made to feel that the Capital of the nation was his very own. Scores of automobiles, with every seat occupied and every passenger enthusiastically waving an American flag, went out to Soldiers' Home, the last checking station of the tour, and lined up in double columns to form a court of honor through which the contestants passed to receive the homage which their fellow automobilists wished to offer them.

Met at Soldiers' Home.  
Although scores of cars assembled in front of the Munsey building at 3 o'clock to form the official escorting party, a large number of cars went directly to the Soldiers' Home and lined up at the checking station. As the escorting party whirled out Michigan avenue the bugles suddenly gave a fanfare of welcome and a cry of "Car coming" went up from the waiting throng and automobilists as the E-M-F pilot car, with Lee Oldfield at the wheel and Harry Ward, pilot of the tour, came up to the checking station in a cloud of dust—the first car to finish the 1,500-mile run.

Close on the heels of the E-M-F came the Selden, the second pilot car, with Jack Harrigan at the wheel. The pacemaking Columbia, driven by Ray Wilcox, was right on the heels of the pilots, and Referee E. L. Ferguson scarcely had time to get out of the machine before he was called upon to check in the Stoddard-Dayton, driven by Leo Schabb, of Baltimore, the first contestant to finish the run.

Then followed in rapid succession the Matheson, driven by D. A. Hall; the Pierce-Racine, with Louis Strang at the wheel; the Crawford, with A. A. Miller alternating as driver with Walter Scott.

Greeted by Committee.  
By this time the Washington automobilists forming the escorting party had lined up in Michigan avenue, and as the contestants came in they were greeted by the official reception committee, consisting of Commissioner Cuno H. Rudolph, Maj. Richard Sylvester, William F. Gude, president of the Chamber of Commerce; Henry L. West, president of the Columbia Golf Club; W. B. Duval, president of the Washington Automobile Club; John K. Heyl, secretary of the Automobile Club; F. C. Graham, president of the Commercial Club, and Arthur Dodge, president of the National Press Club.

While a number of the contestants came on from Baltimore at top speed in an effort to have the honor of finishing first, the drivers of several of the cars with perfect scores did not care to risk penalties on the final dash by taking the tank-em-ups the full speed, and consequently came along sticking closely to their schedule.

As each tourist hove into sight there was a roar of Gabriel horns, trumpets, bugles, bells, &c. When the little Brush car was espied in the distance Referee Ferguson gave the word to start downtown. The escorting party moved ahead, each car decorated with several big American flags, the tourists bringing up the rear. From the gate of the Soldiers' Home down to the Munsey Building there were lines of people on either side of the street, wildly cheering the contestants.

Crowds Line Avenue.  
As the cars swung into Pennsylvania avenue the demonstration reached its height. From the Peace Monument, at the foot of the Capitol, to the Munsey Building there was a solid line of people. Maj. Sylvester had ordered a special squad of police to keep traffic out of the way and to assist Royce Hough, marshal of the parade. As the first two cars in the double columns reached the Munsey Building a halt was called. The cars extended from Fourteenth street to Tenth street, and through this lane of cars and fluttering American flags the tourists drove, amid the cheers of the assembled throng.

The party disbanded at the Munsey Building, and the tourists sped on up to Barram's Garage, where Referee Ferguson and his staff of assistants put the cars through the final tests.

Dinner in the Evening.  
The "Forty Cent Club" was the host at the final feature of the run, a dinner to car owners and drivers last night at the New Willard. More than 150 persons sat down at the dinner, with E. L. Ferguson, of New York, the official referee, as toastmaster.

The members of the club qualified on the rolls of the organization by contributing 40 cents a day during the tour toward having a good time at the end of it. It had been intended at first to have the Munsey banquet last night, at the New Willard, but the Forty Cent Club had their invitations out first, so the more formal dinner will be held to-night.

The Forty Cent Club dinner was given to the owners and employees of the Munsey papers. The Munsey banquet will be tendered to those who entered cars in the run, and the men who sat at the wheels of the entries.

Referee Ferguson made a brief but eloquent speech last night, declaring there had never been a more congenial gathering of knights of the throttle and clutch than those who toiled their machines over the 1,500 miles of the run just completed. He said the tour was the most important held during the last three years, and that the social features and capability of the entries made it unique in the annals of motoring.

Press Representative F. J. Byrne said that in all probability the awards will not be announced until to-morrow.

## ROAD STANDING OF RUN.

PERFECT.	
No.	Points.
2-Columbia.	2
15-Washington.	3
6-Washington.	4
9-Peak.	4
11-Corbin.	8
14-Brush.	8
17-Egert.	8
25-Tins.	8
28-Stoddard-Dayton.	8
32-Maxwell.	8
33-Kline.	8
34-Matheson.	8
34-Ford.	8

PENALIZED.	
No. Car.	Points.
32-Moon.	2
15-Brush.	3
16-Warner-Detroit.	3
26-Ford.	8
16-Pierce-Racine.	42
21-Rio.	111
23-Interstate.	111
23-Staver-Chicago.	242
27-Crawford.	267
18-Great Western.	267

WITHDRAWN.	
No. Car.	Points.
15-Bonal Plunger.	
17-Kril.	
26-Maxwell.	
34-Globe.	

DISQUALIFIED.	
No. Car.	Points.
9-Elmore.	

OFFICIALS FOR TOUR.	
Referee—E. L. Ferguson, of New York.	
Technical committee—E. L. Ferguson, Joseph Tracy, and J. A. Hemstreet.	
Starter and chief observer—A. G. Newmyer.	
Assistant starter and chief observer—A. J. Brink.	
Pilot No. 1—Harry Ward, of the Munsey newspapers.	
Pilot No. 2—M. M. Manger, of the Munsey newspapers.	
Noon checker—J. A. Hemstreet.	
Checker-in and advance man—T. C. Willis.	
Press representative—F. J. Byrne.	

Though thirteen cars finished the run with perfect records so far as road behavior and driving was concerned, two tests remain to be made before the final scores can be marked up.

They are the engine and clutch tests. The engines of the thirty-four contestants will be examined by the technical committee: E. L. Ferguson, Joseph Tracy, and J. A. Hemstreet. Eight cars went through the tests last night, and it will take all day to-day and part of to-morrow to finish examinations.

## ROAD MAXIMS AND MANNERS.

### A Concise Set of Rules Which Should Be Remembered.

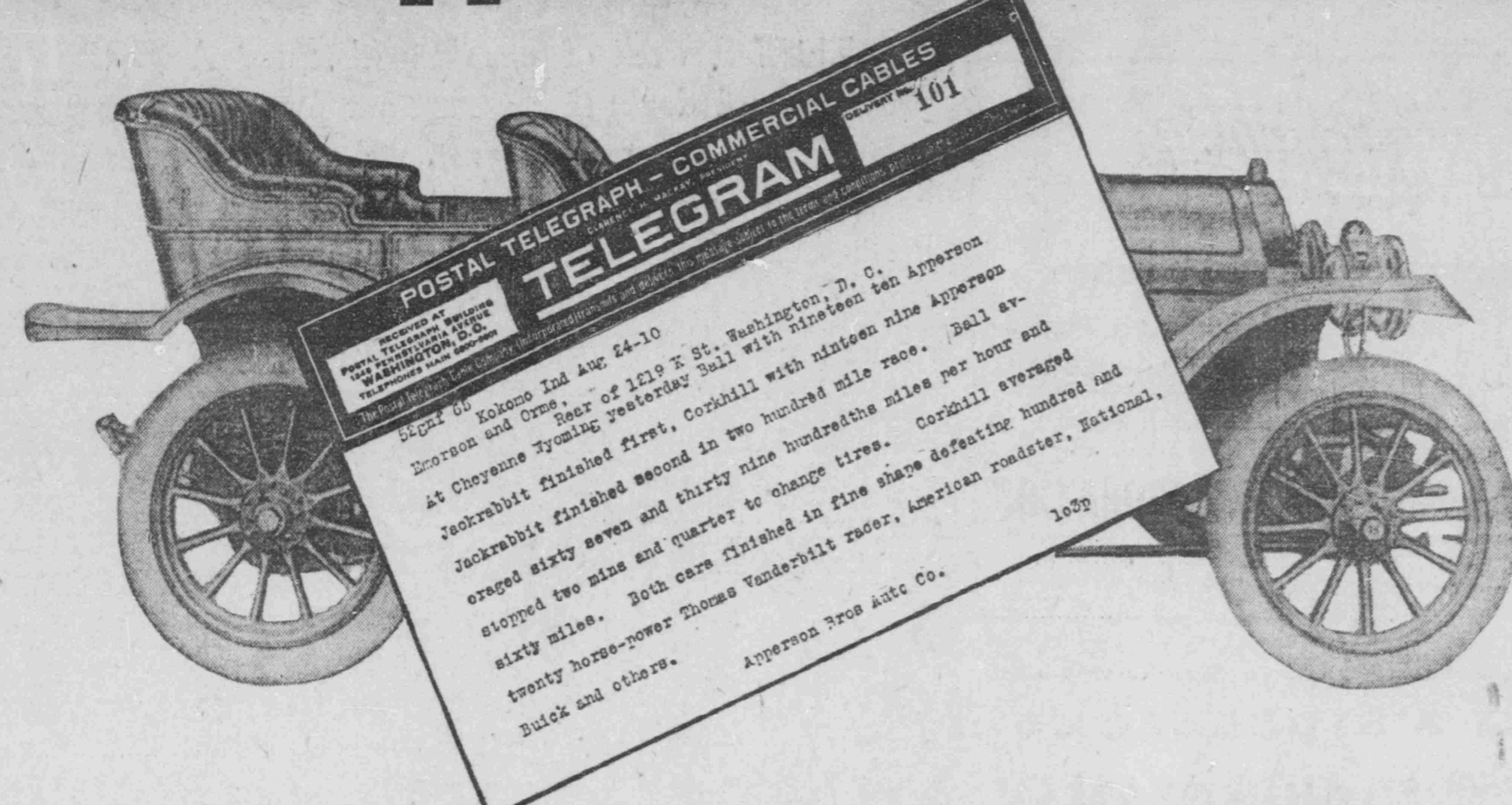
When on the road the first care of every driver should be consideration for other users of the highway. A concise set of rules, issued by the League of Considerate Motorists, is here set forth. Drive slowly—through towns and villages. When approaching cross roads or turning corners. When passing schools, cottages, and churches. On dusty or muddy roads when passing cyclists or pedestrians. When meeting or overtaking women cyclists; and do not steer too close to them. When entering a main road from a side road. When you see a drunken man on the road. When passing any live animal on the road: cows, sheep, dogs, &c.

Stop—When an accident of any kind occurs, whether your fault or not. Render all the assistance in your power, and, as a safeguard against future proceedings, ascertain the names and addresses of a few witnesses. When you see any likelihood of a horse becoming restive. If necessary, do this even before the driver holds up a warning hand. Always assume that the other road users may do the wrong thing, i. e., a driver may pull the wrong rein, or a pedestrian hesitate and try several courses. That it is your business, not the other man's to avoid danger.

The road is free for all; therefore be courteous and considerate, and always act as a gentleman.

Jacob F. Baumann has just received a Washington car of the touring car type, finished in dark green body and running gears and natural wood wheels. The car is fully equipped.

# 1910 Apperson Jack-Rabbit



## Defeats All Comers, Regardless of Price, While a 1909 APPERSON Comes in Second

Competing against this winning APPERSON, were such well-known cars as the 120 H. P. Thomas Vanderbilt Racer, American Racer, National, Buick, etc. Just to emphasize APPERSON superiority a 1909 APPERSON model came in second.

Had there been any more APPERSON entries, chances are just that many more APPERSONS would have attained a place at the finish, for every APPERSON is just like every other APPERSON, with the exception that each year's models are just a little bit better than those of the preceding twelve months. That the APPERSON is at least a year ahead of all competitors was demonstrated by the decisive manner in which the 1909 model cleaned up the entire field, being outdistanced by a 1910 APPERSON only. It does not take a race of speed and endurance to convince the average man of APPERSON JACK-RABBIT superiority—a demonstration of the car compared with that of any other car is usually sufficient. We stand ready to make such a demonstration when and where you say.

**EMERSON & ORME, Distributors,** TEMPORARY LOCATION Rear 1219 K Street N. W.

## THIRTY ENTRIES FOR HILL CONTEST

Local Motorists Interested in Next Tuesday's Event.

The automobile hill-climbing contest, full details of which appeared in The Washington Herald last Sunday, and which will take place at 2 o'clock next Tuesday afternoon, is arousing considerable interest. More than thirty cars have already entered. A Matheson and a Buick have been especially shipped to this city for the competition. The hill where the contest will occur is in Naylor road, on the eastern side of the Anacostia Branch of the Potomac, between the Anacostia and the Pennsylvania Avenue bridges. It runs through Randle Highlands from Minnesota avenue to Good Hope road, and is seven-tenths of a mile in length. It is a typical hill for the purpose, being not only steep grade, but having some turns, which will develop good driving. The pictures of the hill printed in The Washington Herald last Sunday were excellent presentations of the scene of the contest.

Robert B. Caverly is to be the referee and the representative of the American Automobile Association, and will be assisted by a contest committee, consisting of L. D. Moore, Jr., John Larcombe, Jr., Arthur D. Marks, John Thomas, W. Cliff Long, and Charles Bender. The entries for the event are as follows:

Event No. 1—Wilson Company, Hippomobile, R. C. Wilson driver; Maxwell-Briscoe Washington Company, Model AA Maxwell, Bert Robinson driver; Mr. Caddick, K-R-T, Mr. Caddick driver; R. F. Andrews, K-R-T, J. Rogers driver. Event No. 2—Pope Auto Company, Oakland, Howard Bauer driver; Charles Miller & Bro., Model T Ford, Charles Miller driver; E. J. Drake, Model T Ford, E. J. Drake driver; Norman Bowles, Warren-Detroit, G. W. Wells driver. Event No. 3—Motor Sales Company, Moon, A. L. Drew driver; Theodore Barnes & Co., Pullman, Theodore Barnes driver; Irving Garage, Parry, I. C. Barber driver; Charles E. Myers, Elmore, Charles Myers driver; Emerson & Orme, Royal, Gardiner Orme driver; Buick Motor Company, Buick Model 19, Ward Angle driver.

## PRACTICAL HINTS FOR MAN AT WHEEL

Things Worth While to Bear in Mind While Driving.

Never pass another vehicle, proceeding in your direction, upon a corner. If you see any possible difficulty ahead, go dead slow. Never take the risk of the road clearing by the time you arrive. Pass animals very slowly. They cross the road for the same reason as a chicken—to get to the other side. They will probably choose the moment of your appearance. Learn to let the engine brake the car. A good driver uses his brake but rarely. He runs up to danger with a closed throttle. Beware of fast driving over ruts. They throw the car about like a ball. They may throw you off the road. Remember that non-skids will slip upon a very dry road if you are taking a corner at high speeds. They will also skid freely upon wet asphalt.

A front-wheel skid calls for the application of the brakes; a back-wheel skid never. If your car be given to skidding upon the front wheels, have a non-skid round the corners. Clutch-slipping upon a leather-faced clutch is the result of a poor driver, or of a clever rogue with a bad car to sell. Never open the throttle with a jerk. Advance it notch by notch or you will choke your engine. Do not drive with ignition retarded. The condition of the valves is not improved thereby, neither is that of the cylinder head.

Beware of allowing the engine to knock. Retard the ignition notch by notch until the knock ceases. But remember also that a knock may sometimes come from over-retarded ignition attending carburetor deficiencies, and that an advance may

## WHY MOTOR CAR IS NOT A FAD

Difference Between Bicycles and Autos Emphasized.

Will the automobile go out of fashion like the bicycle? C. C. Hanch, treasurer of the Vanduyke & Marmon Company, answers this question in the negative. He says that the field of action of the bicycle is limited. "It cannot be successfully used," he says, "for transporting goods in any material quantity. It can not be used to extend the radius of action of its rider, except at the expense of his physical energy. It is inoperative on bad roads and in bad weather. Its limitations were quickly reached, which accounts for its lack of universal adoption." He adds:

"On the contrary, let us analyze the motor car to some extent. While the modern type of motor car has been developed within a comparatively few years, the machine has reached a stage of mechanical perfection which compares with the printing press. It is well known that the perfection of the gasoline engine for motor cars made the flying machine a reality. In order to substantiate the statements made relative to the mechanical development of the motor car, in order to make comparison with the railroad locomotive. The railroad locomotive of to-day is the result of generations of usage and experience under the direct observation of the ablest engineers obtainable. What is the result? The railroad locomotive is not expected to operate except on smooth rails. It is never operated except under the guiding hand of a skilled and experienced steam engineer. It is never expected to travel more than from one division terminal to another without being put into the round house or shop and thoroughly cleaned, inspected, adjusted, lubricated and tested."

"As a companion picture, let us take a look at the requirements placed upon the modern motor car. In the first place, it is subjected to operation under the worst possible conditions. It is made to run over any and all kinds of roads, from mudholes and sand to improved pavements. There are no rails to run upon for the motor car. It must meet all kinds of road conditions, and withstand the shocks of bowlders, ruts, chuck-holes, broken culverts and all other forms of obstructions and inequalities of the highway. The motor car must be ready to run, rain or shine, under all of these conditions, and must go at any old speed, from four miles to forty miles an hour. It must go, and does go, without particular attention beyond cleaning off a little dust or mud from the exterior. It goes thousands of miles with no intelligent attention beyond pouring in some fuel and oil. If, within a thousand miles, a spark plug needs cleaning or the carburetor needs adjusting, it is not infrequently the case that the owner of the motor car sharply calls the manufacturer's attention to his warranty. On top of all of the adverse conditions placed upon the motor car, it must operate under the guiding hand of all kinds of people: experienced and inexperienced, male and female, ranging from extreme youth to senility and old age. The motor car of to-day has successfully met all of the adverse conditions referred to and has overcome the same. It is as firmly an established part of the life of this country as the telephone, telegraph, printing press, reaping machine, locomotive, and other great inventions. History has proven that every invention which has had for its purpose the annihilation of distance and time in the transportation of persons, goods, and messages, is upon a sound, economic basis. The motor car, naturally and logically, falls directly within this category. People now using motor cars will not discontinue using them any more than people will discontinue using telephones."

"The fireless cooker is a boon for preserving and pickling where the fruit needs long cooking, an old housekeeper says. It does away with standing over a hot stove and with a loss of time in watching the cooking."

## SCENES FAMILIAR TO WASHINGTON AUTOMOBILISTS.

